

立法會

Legislative Council

LC Paper No. CB(1)1980/07-08

Ref : CB1/PL/TP

Report of the Panel on Transport for submission to the Legislative Council

Purpose

This report gives an account of the work of the Panel on Transport (the Panel) during the 2007-2008 legislative session. It will be tabled at the meeting of the Legislative Council (LegCo) on 9 July 2008 in accordance with Rule 77(14) of the Rules of Procedure of LegCo.

The Panel

2. The Panel was formed by a resolution passed by LegCo on 8 July 1998 and as amended on 20 December 2000, 9 October 2002 and 11 July 2007 for the purpose of monitoring and examining Government policies and issues of public concern relating to transport matters. The terms of reference of the Panel are at **Appendix I**.

3. The Panel comprises 16 members, with Hon Andrew CHENG Kar-foo and Hon CHEUNG Hok-ming elected as Chairman and Deputy Chairman respectively. The membership list of the Panel is at **Appendix II**.

Major Work

Road Safety

Legislative proposals

4. Road safety had always been the primary concern of the Panel. During the session, the Panel was briefed on the Administration's final stage of preparation of legislative amendments to enhance road safety. These included the proposals to –

- (a) increase the penalties for the traffic offences of causing death by

dangerous driving and drink driving;

- (b) give police officers a general power to conduct random breath tests (RBTs) and to introduce a pre-screening device to facilitate the tests;
- (c) require repeated traffic offenders or persons convicted of serious traffic offences (including drink driving) to attend and complete Driving Improvement Courses (DICs); and
- (d) extend the Probationary Driving Licence Scheme to novice drivers of private cars and light goods vehicles.

5. Members were generally in support of the proposed legislative amendments. However, some members considered that the proposed period of disqualification of not less than three months for drink driving offenders on first conviction should be increased. Some others took the view that the Administration should consider cancelling instead of suspending the driving licences of repeat offenders of causing death by dangerous driving, and requiring those repeat traffic offenders to retake the road test. The Panel called on the Administration to review the related matters and formulate effective guidelines for conducting RBTs with a view to giving more confidence to the public that the Police would discharge the added power in the most responsible manner. The Panel also took the opportunity to review the effectiveness of the proposed mandatory DIC requirements, and measures to enhance safety of drivers holding an international driving permit or a domestic driving permit issued in a place outside Hong Kong, and other inexperienced drivers who had been issued a driving licence for a long time but seldom drove.

6 The bill containing the related legislative amendments was subsequently introduced into the Council in February 2008.

Use of laser guns for speed enforcement

7. Speeding is recognized as a major contributory factor to road traffic accidents and laser guns (LGs) had proved to be an efficient and effective means to combat the offence and ensure road safety. However, grave concern about the accuracy and reliability of LGs had been aroused as a result of a court case (HKSAR v LAM Kin-ngok in TWS 5276 of 2007) (the LAM Case), where a driver who had been detected speeding at 119 km/h in a 50 km/h zone by Police using the UltraLyte LG had pleaded not guilty to the charge by engaging an expert from the United Kingdom to challenge the prosecution's case on the accuracy of the LG. During cross-examination of the case, the evidence given by the prosecution had failed to meet pre-trial expectations because of inconsistency between the internal training notes and the

manufacturer's user manual regarding the conduct of checks on the LG. Consequently, the prosecuting counsel decided to accept a lesser charge that the driver was travelling at 79 km/h.

8. The Panel had met thrice to discuss the circumstances surrounding the LAM case, and reviewed the expert evidence given by the prosecution and the defence. The Panel also obtained a copy of the transcript of court proceedings in respect of the LAM Case and noted that the proceedings actually involved two separate cases, namely, the LAM case and the case in respect of KWAN Wing-kuen Tino (TWS 19678/2005) (the KWAN Case). The Panel was advised that in both the LAM Case and the KWAN Case, the prosecution and the defence relied on the same reports prepared by the same experts respectively engaged by the prosecution and the defence.

9. In the course of deliberations, the Panel was gravely concerned about the non-compliance with the requirements and procedures on operation of LGs. At the meeting on 28 January 2008, the Panel passed a motion urging the Police to suspend the use of LGs for detecting and prosecuting speeding offences before reviewing the guidelines on LG speed check operations. Subsequently, the Panel passed another motion at its meeting on 22 February 2008, urging the Department of Justice to comprehensively review the prosecutions against speeding detected by the police officers involved in the LAM case and the KWAN case. The Panel also conducted a site visit for a demonstration of a speed check operation and was briefed on the basic function and operation of LGs, guidelines on LG speed check operations and testing procedures within traffic regions.

10. The Administration advised that at no time during the recent trial on LGs was the accuracy or reliability of the LG challenged. The Police had also explained in public that it would need to continue to operate the LG throughout Hong Kong because it was an integral part of the Force's enforcement package against speeding offences, a leading cause of accidents on Hong Kong's roads.

11. The Panel had reviewed the Force Training Notes (FTN) compiled by the Working Group formed to review internal guidelines and procedures in the wake of the LAM Case and understood that the procedures on LG storage, the logging of LG readings and the use of tripods had been standardized, and officers were no longer permitted to hand over the LG to another officer but had to return the LG to the storage room after operations.

12. The Panel noted that in the wake of the LAM case, the Police had received a total of 418 requests for review. The Panel called on the Administration to consider each of the cases carefully on its own merits.

13. The Panel also urged the Administration to explore the feasibility of

deploying a laser gun which could capture and produce photographic evidence for submission to court, to improve training on the use of the LG, and install more fixed radar speeding detectors so as to obviate disputes and to enhance public confidence on speed enforcement operations carried out by the Police.

Safety of franchised bus operations

14. The safety of franchised bus operations continued to be a major concern of the Panel. During the session, the Panel had held two meetings with the Administration and the franchised bus companies to discuss the related matters and monitor the progress of various efforts made by the Administration and the companies to further enhance bus safety. In this regard, members noted the progress made in the provision of seat belts at the exposed seats on buses, and the proposal to add additional horizontal guard rails across the upper deck windscreen to further protect passengers. The Panel, however, still saw a need for further improvement to bus drivers' rest time. Recognizing that due to likely impact on bus drivers' take-home pay, the trade unions of bus companies might be reluctant to seek reduction of bus captains' duty periods, the Panel met with the trade unions to seek their views on bus captains' remuneration packages, and whether insufficient rest time between work shifts had any implications on the safety of franchised bus operations.

15. The Panel had urged the Administration to closely monitor the franchised bus operators' maintenance programmes to ensure the mechanical road-worthiness and safety of buses. Members were of the view that all buses operating on expressways should be equipped with seat belts at exposed seats, and that the Administration should review whether standing passengers should be allowed on double-deck buses operating on expressways in Hong Kong. As regards the safety concern of passengers standing on buses operating on expressways, the Panel had invited views from academics and professionals. At the Panel's request, the Research and Library Services Division of the Secretariat had conducted a research study on the subject.

Safety of long downhill roads

16. In the wake of the fatal traffic accident that occurred at the Ho Chung Roundabout on 1 May 2008, the Panel conducted a site investigation with the Sai Kung District Council to the scene of the accident on 6 May 2008 to review the traffic arrangements and the design of the highway. The Panel requested the Administration to review the safety of long downhill roads in the territory and introduce suitable improvement measures to enhance the safety of road users.

Public transport costs

17. The Panel was gravely concerned about the rising fuel prices and the consequences of inflation, notably the general rise in transport costs and the impact on people's livelihood and on Hong Kong's overall economic development. It had examined the policy stance of the Government in dealing with the upsurge in transport costs, and Government's strategies and action plans to alleviate the hardship resulting from inflationary pressure on the public.

Bus fares

18. As a result of soaring fuel prices this year, all franchised bus operators had applied for fare increase within this session. The Panel was separately briefed on the fare increase applications from The Kowloon Motor Bus Company (1933) Limited (KMB), Long Win Bus Company Limited (LWB), New Lantao Bus Company (1973) Limited (NLB), Citybus Limited (Citybus) and New World First Bus Services Limited (NWFB). Their respective rates of increases were 9%, 5.9%, 7.24%, 5.8% and 5.8% respectively.

19. Despite the approval by the Chief Executive-in-Council in January 2006 of the bus fare adjustment arrangement, some members took the view that the rates of bus fare increases were always higher than those worked out according to the bus fare adjustment formula, and that the formula had failed to reflect the actual profit situations of the bus operators. As bus fare increases would impact on inflation and people's livelihood, the Panel was mostly concerned that public affordability should be adequately taken into account in any bus fare adjustments. It had therefore urged the bus operators to, in the spirit of corporate social responsibility, refrain from significantly increasing their fares, and passed the following motion when examining the proposed fare increase applications from KMB, LWB and NLB –

"This Panel objects to the applications for substantial fare increases by franchised bus companies, and urges the Government to, when vetting the applications for fare increases by these companies, fully take into account the fact that they had never reduced fares during the period when a cumulative deflation rate of over 11.4% was recorded, and to reject the applications for fare increases by these companies, including the Kowloon Motor Bus Company Limited, on the basis of this fact; this Panel also urges the Government to further improve the relevant fare adjustment formula."

20. The Panel had also explored with the Administration various possible measures to stabilize bus fares which included the provision of fuel subsidy and operation subsidy, operation of bus services by the Government, setting up

of a fare stabilization fund, granting of property development rights to bus operators, etc. Some members also opined that the Government should review its overall public transport policy with a view to improving the operating environment of the bus companies.

21. The Panel noted that the Executive Council discussed six fare increase applications from five bus companies and approved five applications to have suitable increases with effect from 8 June 2008. All the approved fare increase rates, except NLB, are lower than the proposed fare increase rates in these applications.

Bus Company	Proposed fare increase rate in the application	Approved average fare increase rate
KMB	9%	4.5%
LWB	5.9%	4.5%
NLB	7.24%	7.24%
Citybus (Franchise for Hong Kong Island and Cross-harbour Routes)	5.8%	2%
Citybus (Franchise for North Lantau and Chek Lap Kok Airport)	5.8%	0%
NWFB	5.8%	5%

22. The Administration advised that the Executive Council, in their deliberations, fully considered and balanced all relevant factors in the bus fare adjustment arrangement approved in 2006, including changes in operating costs and revenue since last fare adjustment; forecasts of future costs, revenue and return; the need to provide the operator with a reasonable rate of return; the quality and quantity of service provided; the outcome of the formula; and public acceptability and affordability.

Taxi fares

23. The escalation of fuel prices had made the operating environment difficult not only for bus operators but also for taxis as well. Some urban and New Territories (NT) taxi associations had therefore made applications for imposing a fuel surcharge of \$1 per trip in late 2007. When the Panel discussed the applications in October 2007, it passed a motion demanding the Government to accede to the request on grounds that the applications had been made by more than 20 urban and NT taxi associations representing the majority of taxi associations in Hong Kong. The Administration, however, maintained that it was more appropriate to deal with increases in various cost components for taxi operations, including fuel costs, within the current fare adjustment

mechanism for taxis.

24. The taxi trade's application for imposing the fuel surcharge could not secure the support of the Transport Advisory Committee (TAC), which similarly considered it more appropriate for the trade to apply for fare adjustments instead. A number of urban and NT taxi trade associations subsequently submitted applications for increasing the flagfall fare by \$1. The applications were approved by the Chief Executive-in-Council in January 2008.

25. In recognition that the present difficult operating environment of taxis was partly attributed to the discounts offered by some taxi drivers, the Panel saw a need for the Administration to actively map out measures to tackle the malpractice and to review the present taxi fare level. In June 2008, the Panel was briefed on the progress of the review on taxi operation which the Administration had invited TAC to conduct. The Administration also sought the Panel's view on the urban and Lantau taxi fare increase applications at its June meeting.

Other transport costs

26. The Panel was also concerned about the tunnel toll increase and the resultant knock-on effect on public transport fares and increasing burden on motorists. When the Panel was consulted on the application for toll increases at over 20% on average by Tate's Cairn Tunnel Company Limited (TCTC), the Panel considered the rate too significant and unacceptable to the public. The Panel passed a motion strongly opposing the toll increase and urging the Government to reject it. The Panel also called on the Administration to consider buying back Tate's Cairn Tunnel or negotiating with TCTC on the option of franchise extension in exchange for toll reduction. Some members also took the opportunity to remind the Administration to expedite similar negotiations with the operators of Western Harbour Crossing and Eastern Harbour Crossing, so as to ensure an even distribution of traffic among not only the tunnels serving Shatin but also the three road harbour crossings.

Ferry services

Outlying island ferry services

27. In August 2007, the Panel was consulted on the arrangements for the operation of the current six major outlying island licensed ferry services. The Panel noted that the current licences of the six major outlying island ferry services would expire by the end of March 2008 and the Administration planned to launch a tender exercise in late 2007. The Panel was aware that the operation of the outlying island ferry services had been very difficult, especially as the fuel price had continued to rise in recent months. Members

considered it necessary to ensure the continued provision of these ferry services for residents of the outlying islands upon the expiry of the current licences and to keep the fares stable as far as possible. They also asked the Administration to take into account local views and revise the route arrangements, route packaging, service frequency, vessel type arrangement and fare level in the tender exercise as appropriate.

28. The Administration briefed members on the tender results of the major outlying island licensed ferry services and relevant follow-up arrangements in February 2008.

29. The Panel noted that for the "Central – Cheung Chau" and "Inter-island" ferry routes (Package 1), Transport Department (TD) had received a bid from New World First Ferry Services Limited (NWFF) which was the incumbent operator of these routes. Having considered its proposed service level and other related arrangements, TD decided to grant new licences for operating these two routes to NWFF with effect from 1 July 2008.

30. As regards the other two packages, i.e. Package 2 ("Central – Mui Wo" and "Central – Peng Chau" routes) and Package 3 ("Central – Yung Shue Wan" and "Central – Sok Kwu Wan" routes), the proposed fare increases in the only bid received for the two routes in Package 2 were up to about 30% and those in the only bid received for Package 3 were up to about 35% for the "Central – Yung Shue Wan" route and to almost 50% for the "Central – Sok Kwu Wan" route. In view of the proposed drastic fare increases put forward in the bids for Packages 2 and 3, TD had decided to conduct a re-tender exercise for these four routes.

31. The Panel was gravely concerned about the Administration's proposal to lower the service levels in return for a lower rate of fare increase in the re-tender exercise. The Panel passed a motion strongly objecting to the re-tendering of the operation of the ferry services by the Administration by means of reducing the level of services and increasing the fares unreasonably.

32. In recognition that ferry service was the only means of transport for islanders, the Panel urged the Administration to provide necessary assistance to ensure the provision of proper and efficient outlying island ferry services at reasonable prices. The Panel also met with interested deputations and individuals to receive views on matters relating to the operation of outlying island ferry services.

33. Individual Panel members also proposed various solutions to the problems of escalating fuel costs and diminishing island populations, which had made operation of the ferry services difficult. These proposals included extension of the three-year licence period, imposition of a fuel surcharge,

setting up of a fare stabilization fund, granting of property development rights above ferry piers, Government funding support for ferry services, buying back of the ferry facilities for outsourcing of ferry service operation at an agreed fare level, revitalization of the outlying islands to attract more visitors to boost the patronage of ferry operations, and subsidization of trips to and from the islands for visitors and islanders alike and field trips for students with funding from the Islands District Council and the Quality Education Fund, etc. The Administration was also urged to expedite its proposed measures to increase the non-fare box revenue of the operators, in particular the construction of an additional floor at Central Ferry Piers Nos. 4 to 6.

34. On 30 May 2008, the Administration announced the tender results of the four services. The average fare increase rates of the licences awarded this time ranged from 5.5% to 23% only as compared to the 30% to 50% proposed in the first tendering exercise. To help alleviate the pressure on ferry operation during the effective period of the new licences so as to maintain fare stability as far as possible, the Government had also announced the following new helping measures –

- (a) The Government would waive the vessel-related fees of these four routes, reduce or waive the pier cleansing, water and electricity expenses, and provide more assistance to the operators on a reimbursement basis on top of the waiving of pier rentals and vessel licence fees under the current Elderly Concessionary Fares Scheme;
- (b) The MTR Corporation Limited would offer a fare concession of \$1.5 per trip, lasting for six months, to passengers using these four ferry routes and interchanging to MTR; and
- (c) The Government would launch a one-off \$2 million scheme of providing free ferry tickets to encourage organizations such as schools, non-government organizations and community and district groups to organize activities to Peng Chau, Mui Wo and Lamma Island.

Cross-harbour ferry service

35. In October 2007, the Panel was briefed on the Administration's proposal to grant a 10-year new franchise, with effect from 1 April 2008, to "Star" Ferry Company, Limited (SF) to operate two cross-harbour ferry routes, namely "Central-Kowloon Point" and "Wanchai-Kowloon Point", upon the expiry of its current franchise at the end of March 2008. The Panel readily gave support to the extension of SF's franchise although there was concern that the granting to SF of a new franchise as long as 10 years might not be conducive to fare regulation, especially as there was already decline in patronage after the

relocation of SF's pier in Central. Members had therefore urged the Administration to work out measures to help enhance the financial viability of the franchised services. In this regard, some members were wary about the financial and technical implications of the additional commitment in the new franchise by SF to use cleaner fuels subject to satisfactory trial results.

36. In April 2008, SF filed an application for fare increase for the franchised services. The application was examined by the Panel in June 2008.

Road infrastructure projects

Road projects to ensure smooth traffic flow along Shenzhen Bay Port and Tuen Mun Road

37. To cater for the increasing cross-boundary traffic demand, the Panel had monitored the operation of the new boundary crossing Shenzhen Bay Port (SBP) commissioned in 2007. To relieve the congestion along Tuen Mun Road (TMR) and to enable SBP to operate to its designed capacity, the Panel had also kept track of the progress of the Tuen Mun-Chek Lap Kok Link and the Tuen Mun Western Bypass in recognition of their strategic importance in providing connection to SBP, and indicated its support for the funding proposal regarding the investigation and preliminary design (I&PD) study for the two road projects to expedite their implementation. In the course of discussion, the Panel had drawn the Administration's attention to the need to mitigate the relevant environmental and traffic impacts. Meanwhile, adequate supporting infrastructure should be in place to cater for the possible developments on the airport island and its vicinity.

38. When consulted on the reconstruction and improvement of TMR and widening of TMR at Tsing Tin Interchange, the Panel expressed support for the early implementation of the projects. Members called on the Administration to work out effective measures to mitigate traffic and environmental impacts during construction and operation stages.

Hong Kong – Zhuhai – Macao Bridge

39. The Panel had all along been concerned about the planning and implementation of the Hong Kong-Zhuhai-Macao Bridge (HZMB) project. In its April and May meetings, the Panel was briefed on the progress of the planning work for HZMB, the Hong Kong Boundary Crossing Facilities (HKBCF) and the link road in Hong Kong, and the associated funding proposals for the I&PD for HKBCF, and for the preconstruction works for HZMB.

40. In the course of deliberations, members noted with concern the Administration's proposal to invite private investment to undertake the Main

Bridge under a "Build-Operate-Transfer" (BOT) franchise for a period of 50 years in recognition of the inherent problems associated with BOT tunnels, whereby tunnel operators only aimed at maximizing their profit. Noting that Hong Kong would need to contribute more than 50% to the funding gap of the HZMB Main Bridge, some members were also concerned that the proposed financing arrangement would not serve the best interest of Hong Kong, and sought more details on the strategic value of HZMB to Hong Kong, and how the split of contribution to the funding gap of the HZMB project among the three governments was determined. Members further expressed concern about the traffic volume between Hong Kong and the western Pearl River Delta (PRD), which would have a significant bearing on the financial performance of HZMB and its resultant toll levels. They had examined in detail whether the planned major road infrastructure and developments in the western PRD would enable HZMB to foster further cross-boundary integration, and that the impacts of the project on the habitat of the Chinese White Dolphin would be kept to an acceptable range. The related funding proposals were subsequently endorsed by the Finance Committee in June 2008.

Other road plans

41. During this session, the Panel also reviewed the proposed traffic and transport arrangements for south Lantau and the progress of the improvement works on Tung Chung Road. It had agreed to follow up on the Administration's planned review of the proposed quota on coaches accessing south Lantau and other arrangements after six months of implementation. The Panel also reviewed the latest progress of the consultancy study for the Central Kowloon Route, which was a new strategic road link connecting West Kowloon with the Kai Tak Development and Kowloon Bay.

Railway matters

42. The Panel decided at its meeting on 12 October 2004 to form a subcommittee to oversee matters relating to railways. Since then, the Subcommittee had been in action and actively monitoring the planning, implementation and operation of railways in Hong Kong.

43. Railways were safe, efficient, reliable, comfortable and environmentally friendly mass carriers. They played a key role in Hong Kong's transport systems strategy and the Government gave high priority to railway development. Over the years, the Panel and its subcommittee had been monitoring the planning, implementation and operation of railway projects. With the opening of the Tseung Kwan O Line in August 2002, West Rail in December 2003, East Rail Tsim Sha Tsui Extension in October 2004, Ma On Shan Rail Link in December 2004, Disneyland Resort Line in August 2005 and Lok Ma Chau Spur Line in August 2007, the railway network in Hong Kong

had been significantly improved.

44. The completion of the Rail Merger on 2 December 2007 marked a new era for public transportation in Hong Kong. The Rail Merger Bill, passed by the Legislative Council in June 2007, expressly empowered Kowloon Canton Railway Corporation (KCRC) to grant service concession to MTR Corporation Limited (MTRCL) and expanded the scope of MTRCL's franchise for taking up the operation of KCRC's transport services. The franchise period had been re-set to 50 years from the merger date. Upon the merger, MTRCL had changed its Chinese name to 「香港鐵路有限公司」 while retaining its English name, and took up the operations of the merged KCR and MTR railway networks.

Priority infrastructure projects

45. In his Policy Address in October 2007, the Chief Executive of Hong Kong identified a number of new rail lines as priority infrastructure projects. These included the South Island Line (East) (SIL(East)), the Shatin to Central Link (SCL), and the Hong Kong Section of the Guangzhou – Shenzhen – Hong Kong Express Rail Link (XRL). The West Island Line (WIL) was gazetted under the Railways Ordinance in October 2007. In March 2008, the Chief Executive in Council decided that MTRCL should be invited to proceed with the further planning and preliminary design of the Kwun Tong Line Extension, which would serve Homantin and Whampoa. The Subcommittee had reviewed the planning and implementation of these railway projects.

Funding arrangements

46. Whilst supporting their implementation, members were mostly concerned about the form of funding support for these railway projects, and whether the proposed financing arrangements were fair and reasonable and could reflect the best interest of the community. In this regard, members had examined in detail the different forms of funding arrangements for different railway projects and the appropriateness of providing capital grants or property development rights to MTRCL which was a profit-oriented organization for undertaking non-government projects. As public funds were involved in financing various railway projects, some members were of the view that Government should retain some form of control over the setting of railway fares in future or set up a fare stabilization fund by using part of the sale proceeds from property developments above railway stations/depots.

Railway designs

47. The Subcommittee had reviewed the station designs and choice of alignments and depots for various railway projects and made various suggestions to the Administration to enhance the connectivity of railways. The Subcommittee was also concerned about the impacts of railway projects on the operations of other public transport modes and had urged the Administration to keep in view the operations of other public transport modes to ensure their viability.

48. In taking forward new railway projects, members also considered that there was a need to take into account the transport needs of persons with disabilities and provide the necessary facilities as appropriate. Members also called on MTRCL to provide public toilets and automatic platform screen doors, and to install radio reception facilities at railway stations to facilitate passengers. There was also a need to fully consult the local communities on station designs and speed up the related works with a view to satisfying the transport needs of the traveling public. Consideration should also be given to minimizing the environmental impacts associated with the implementation of railway projects on near-by residents.

Railway operations

49. On railway safety, the Subcommittee had reviewed the programme of the retrofitting of Automatic Platform Gates at at-grade and aboveground stations. To enhance passenger safety, the Subcommittee urged MTRCL to speed up the related works. It had also examined the feasibility of providing radio reception facilities along all the railways (including the tunnels), so as to ensure that the public could obtain information on railway incidents and emergency arrangements more promptly, and reviewed the technical difficulties of retrofitting public toilets inside railway stations. To follow up the related matters, the Subcommittee paid a visit to MTR Central Station to explore the feasibility of converting staff toilets inside railway stations for public use and urged MTRCL to carry out further studies on the proposal.

Other issues

50. The Panel was also consulted on a number of funding proposals prior to their submission to the Establishment Subcommittee/Public Works Subcommittee and the Finance Committee. These included the staffing proposal to enhance railway safety regulation, the staffing proposal for the implementation of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, replacement of conventional traffic signals with light emitting diode traffic signals in Hong Kong, and improvement to Sunny Bay Interchange.

51. During the period from October 2007 to June 2008, the Panel held a total of 11 meetings.

Council Business Division 1
Legislative Council Secretariat
2 July 2008

Legislative Council

Panel on Transport

Terms of Reference

1. To monitor and examine Government policies and issues of public concern relating to transport.
2. To provide a forum for the exchange and dissemination of views on the above policy matters.
3. To receive briefings and to formulate views on any major legislative or financial proposals in respect of the above policy area prior to their formal introduction to the Council or Finance Committee.
4. To monitor and examine, to the extent it considers necessary, the above policy matters referred to it by a member of the Panel or by the House Committee.
5. To make reports to the Council or to the House Committee as required by the Rules of Procedure.

**Legislative Council
Panel on Transport**

Membership list for 2007 - 2008 session

Chairman Hon Andrew CHENG Kar-foo

Deputy Chairman Hon CHEUNG Hok-ming, SBS, JP

Members
Hon Albert HO Chun-yan
Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP
Hon Mrs Selina CHOW LIANG Shuk-ye, GBS, JP
Hon LAU Kong-wah, JP
Hon Miriam LAU Kin-ye, GBS, JP
Hon LI Fung-ying, BBS, JP
Hon Tommy CHEUNG Yu-yan, SBS, JP
Hon Albert CHAN Wai-yip
Hon WONG Kwok-hing, MH
Hon LEE Wing-tat
Hon Jeffrey LAM Kin-fung, SBS, JP
Hon LEUNG Kwok-hung
Hon Ronny TONG Ka-wah, SC
Hon TAM Heung-man

(Total: 16 members)

Clerk Mr Andy LAU

Legal Adviser Mr Kelvin LEE

Date 11 October 2007